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STAR

The Magazine of
USS Dwight D. Eisenhower (CVN 69)

VOL. III ISSUE 42

Friday, Oct. 31, 2003

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Finding Inspiration



By LTJG Peter C. Holden CHC, USNR

I was still choked up as I hung up the phone. My friend Jason, a firefighter in Florida, had finished telling me about his latest call. A young six-year-old girl had fallen into a pool and lost consciousness. He tried to revive her without success, and the girl died in his arms. As tragic as this is by itself, it was made more difficult because the girl was the same age, and looked very much like his own daughter. He was devastated. We both cried over the loss, the hurt and how close to home it hit. Jason, however, got up the next day to go back to

work, ready (almost) to face whatever his particular job would bring.

The Reverend Dr. Martin Luther King, Jr., taught us that the ultimate measure of a man is not where he stands in moments of comfort and convenience, but where he stands at times of challenge and controversy. I was not surprised at Jason's fortitude; we had been friends for years. What I had impressed upon me was how many Jasons there are out there. They are our neighbors, our relatives, our friends, and our shipmates. Men and women, not all of whom run into harm's way to protect strangers, but people who on a daily basis face obstacles and challenges that most people will *never* know about. In a time when the term "hero" is applied most often to a sports or movie star, it would do us well to look around and see it being lived out quietly.

Jason and I hugged our children extra long that night. As I went to bed I was grateful that my children and wife were safe that night. Yet something inside of me was inspired. Would my life be something my children would want to emulate? Even more than that, would my children grow up to be people that would inspire others? It has been said that the only wasted life is one lived serving ourselves. What kind of legacy are we building today? "Begin somewhere. You cannot build a reputation on what you *intend* to do."

IKE CHAPEL SCHEDULE:

Roman Catholic Mass—Sundays at 1500

Protestant Worship Service—Sundays at 1600

Weekday Catholic Mass—Monday-Friday at noon

All services aboard ship in Classroom 2 (02-88-8-Q)

Recruiting/Detailer F.A.Q.

Released by NCC(SW/AW) Ronald Riley

Special duty assignment pay; a high probability of being stationed at any desired location throughout the U.S.; improved advancement opportunity, including possible meritorious advancement up to E-7 through the recruiting excellence incentive program (REIP); 5 weeks of intensive training in Pensacola, FL, plus follow-on training throughout the tour; and up to 24 months of sea duty credit for certain locations. These are just a few of the opportunities of recruiting duty. To determine your qualifications contact your Division/Department Career Counselor.

Q: How do I get considered for a Special Duty Program assignment?

A: Each rating detailer provides personnel to the special duty programs. There are parameters that must be followed by each rate/rating for each assignment. Discuss the special programs options with your detailer when you are negotiating your next assignment.

Q: I just got married to or am going to marry a military spouse. Will we be able to be stationed together?

A: The Enlisted Transfer Manual (Art. 3.21) states that every effort will be made to allow military couples to move together whenever possible in the same manner as non-military couples. Both military members must submit an official co-location assignment request via the NAVPERS 1306/7.

Q: I was just advanced in rate. Does my tour length change to match my new paygrade?

A: PRD's are set for the paygrade you were when the orders were issued. They are not adjusted due to advancements or reductions in rate.

Q: I'm an E-5, why don't you just put me into that E-6 slot? Aren't detailers allowed to go up or down one paygrade any time they want to?

A: Not true. Any time a detailer wants to make a paygrade substitution, they are required to get EPMAC approval.

Q: When do you get your next set of requisitions?

A: Pick up any copy of LINK. The next four sets of requisition dates are listed on the back cover.

Q: When is the best time to call for orders?

A: Call on the first requisition cycle after you come into the nine month detailing window. You have nothing to gain by waiting. When you call early you have the maximum chance of getting your choice of assignment.★



Proudly serving the crew of the *USS Dwight D. Eisenhower (CVN 69)*. The *Five Star* is grateful to the Print Shop and Photo Lab for their support. The *Five Star* is published by the *USS Dwight D. Eisenhower (CVN 69)* Public Affairs Office for the IKE crew. Contents are not necessarily the views of, nor endorsed by, the U.S. government, the Department of Defense, the Department of the Navy, or the Commanding Officer of *USS Dwight D. Eisenhower (CVN 69)*.

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ABOUT THE COVER:

AN Emery Watson of the Vent team performs maintenance on one part of IKE's ventilation system. The Vent and Lagging teams are responsible for some of the most noticeable and important work being done on the ship. Photo by JO2 Xzaiver Jordan

IKE's Elevators... GOING UP

BY JOSN Michael Perez

Elevators - not everyone understands how they work, but using them has become common practice. No one wants to carry heavy packages up five flights of stairs, so they just hop on an elevator. Well, can you imagine carrying a 65-ton aircraft up a flight of stairs?

Fortunately, aboard every carrier in the fleet there are four operational elevators. *USS Dwight D. Eisenhower (CVN 69)*'s elevators are currently undergoing some major upgrades that will make them more efficient.

When IKE pulled into Northrop Grumman Newport News Shipbuilding in early 2001, LCDR Ken Beck, IKE's auxiliary officer, set out to get upgrades completed on the ship with the help of A division, E division and Air department. Between all those Sailors, they have managed to conduct several repairs and upgrades to the elevators. While all of the repairs and upgrades are not completed, Beck said they should be finished before the crew moves aboard in 2004.

"Engineering and Air have worked after-hours and even on some weekends to get necessary repairs done on the elevator," said Beck.

Not only have they been replacing pumps and motors with the help of the shipyard, they have also added upgrades to the elevators to make them more efficient.

According to Beck, all of the elevators are to receive state-of-the-art plasma display touch-screen control panels. Traditionally, manual switches and levers operated the elevators. Now Sailors are able to give all of the elevator commands directly on the touch screen. The panels also give the operator more information on the status of the elevator and keep an internal record of all operations. This in turn provides technicians with troubleshooting data for when repairs need to be made.

"We are one of the first carriers to get this technology," said Beck.



Photo by JO3 Paul Simonds

AB3(AW) Bladimir Corrales ensure that all safety precautions are taken by signaling to his shipmates in the vicinity of Elevator Four that the elevator is on its way down Tuesday during the final testing phase of the elevator.

Along with upgrading to the control panels, the locks are also now electronic. Previously, they were air driven and valves were used to activate them. Now Sailors can engage the locks through the touch screen.

According to Beck, the final upgrades are stanchions that operate individually. The stanchions, which make the elevator move, used to work as one unit. If one of the stanchions went down, then the entire elevator was down. Now, since the stanchions work individually, if one goes down then the elevator can still operate.

With the upgrades taking place, the elevators are currently being tested in order to see if they are working properly. Currently, elevator four is in the final stages of testing. Elevator three will begin its testing phase this week, which will keep the elevator three quarterdeck secured for two to four weeks, with elevators one and two being tested in the coming weeks.

During this testing phase, Engineering and Air Departments test the pumps, motors and interlocks, and check the computer programs and the electrical and mechanical systems. They first test the elevators unloaded and then a final test with a load of one hundred and thirty thousand tons is completed to make sure they can properly handle the weight of Navy aircraft. The elevator must also be checked for time requirements during the testing period.

"Sailors can start seeing our mission-critical equipment returning to operational status," said Beck.

By the completion of this testing period, IKE's elevators will be up and running again. IKE will then have a strong visual representation of what the ship is capable of as it prepares to depart the shipyard.★



Photo by JOSN Michael Perez

One of IKE's Sailors takes commands by phone while operating one of the plasma display touch screens. The screens allow the Sailors to make all of the elevator commands electronically.

Friday, Oct. 31. 2003

SMO's Corner: Separation and Retirement Physicals



LCDR Walter Dalitsch, SMO

When you're finally ready to leave the military...whether it is your own choice or not...don't forget your medical requirements! Too many times have I seen a sailor ready to retire or separate, showing up here in medical **THE DAY BEFORE THEY'RE READY TO LEAVE!** Wrong answer, shipmates. You need to start planning six months ahead of your departure date when it comes to your medical requirements.

We try to make things as easy as possible for you down here in medical. No matter what your status and your duty, you are eligible for your retire-

ment or separation medical screening **SIX MONTHS BEFORE YOU GET OUT.** With all that time, why wait until the last minute?

The first major requirement is assessment of your physical condition. If you're in flight status, you'll be required to go through a regular long-form physical. All other personnel, however, have to **ONLY FILL OUT A QUESTIONNAIRE...** as long as your last physical was completed within the last five years. In general, a physical will only be done if you request one, or if something on your questionnaire pops up requiring one. The questionnaire helps to screen out conditions that we would like to take care of before you leave, so it's in your best interest to get it done early. If we identify a problem the week before you get out of the Navy, we don't have much time to help you, do we?

The **ONLY OTHER TWO REQUIREMENTS** include having your PPD (the tuberculosis skin test) completed with a year of your retirement or separation, and your HIV test drawn within ninety days. How simple is that? Pretty bleepin' simple, if you ask me.

Remember that as soon as the decision has been made to leave the Navy, you need to contact medical to have these requirements fulfilled. Six months ahead of your departure date is when you should first come to see us. We'll help you get your medical requirements completed early so that your transition to civilian life is as smooth as possible.

I would like to thank alert reader HM2 Mandakunis for his suggestion for this week's topic, and the background information that helped me in writing the article.★



IKE INFORMATION

Important news for IKE Warriors...

Dental appointments

There appears to be some confusion regarding dental appointments. Dental appointments are scheduled **DAILY** during normal working hours. All dental appointments are made on a first come first serve basis. Once these appointments are filled, Dental will attempt to provide an appointment at a shore dental clinic (i.e. Huntington Hall, Sewell's Point, Little Creek, PNH, etc.) All appointments are first come first serve. Personnel may make an appointment during normal working hours by contacting the Dental Front Desk (534-1473) or your departmental dental liaison. Any questions, problems or complaints should be addressed to the Dental Department Patient Contact Representative (DTC Farinas) FAF Room 243, or call 534-1422.

**To announce your event, email
simondpa@eisenhower.navy.mil**

Color guard

Have you ever dreamed of having the world as your audience? As a proud member of the Honors Color Guard, you could perform in many ceremonies at the most elaborate venues such as military events (i.e. Change of Commands/Retirements), parades and social occasions. Surround yourself with some of IKE's finest talent and high caliber Sailors. Exhibiting your pride and professionalism with a ceremonial unit in the Navy is a once in a lifetime opportunity to perform in the company of other dedicated team players. If you would like to become a member of this elite group, please contact AOC(AW) Joe at 534-1689 or e-mail at joeja@eisenhower.navy.mil

Calling all Musicians

It doesn't matter whether you play classical, jazz, country or rock! It doesn't matter whether you play trombone, violin, guitar or piano! Please submit your name to LCDR Dalitsch at smo@eisenhower.navy.mil for inclusion in a musicians database. We can utilize your talents for command events such as picnics, holiday parties and so on. Please submit your name even if only vaguely interested...this will be your opportunity to use your talent for a good cause!



Time out...

Stone cold lead pipe locks



Sports Commentary

By J03 Paul Simonds

October is truly the best sports month out of the year. You have the World Series, the NFL is in full swing, the NHL gets started, college football is running strong, Midnight Madness kicks off the college basketball season and the NBA is finally back.

What an off-season it has been in the NBA, with the trades, the courtroom appearances, and the anticipation of King James, but now it's time to just shut up and play.

This season, like none in recent memory, has such high expectations that it seems unlikely it can live up to its billing.

Think about it, there are the defending champs without the Admiral trying to prove their worth. There are the Dallas Mavericks, who were the NBA's highest scoring team last year adding the likes of Antoine Walker and Antawn Jamison. The Eastern Conference champs, two times over, add the aging, ailing, still productive Alonzo Mourning. And of course there is the Lakers.

The Lakers added All-Star's Gary Payton and Karl Malone to go along with Shaq and accused rapist Kobe Bryant. Bryant's escapades off the court this off-season have overshadowed everything that has happened this summer, including the additions to his own team. In addition, the pending trial has raised questions as to how his team will perform throughout the season.

Despite Bryant and Sacramento Kings forward Chris Webber's best attempt at distracting the NBA from basketball, the games must and will go on. So with that, here are the stone cold lead pipe locks for this year's NBA season:

Spurs will fall in the West

The Lakers, Sacramento Kings, Dallas Mavericks and the Minnesota Timberwolves are all better teams, top to bottom, than the Spurs. Bryant will overcome his legal troubles, and the Lakers will win the Pacific Division,

setting up a showdown with Kevin Garnett and the T-Wolves in the Conference Finals.

Glory in the Motor City

Detroit has waited over a decade for a return trip to the NBA Finals and this is their year. The Pistons, led by guard/forward Richard Hamilton, rookie and second overall pick Darko Milicic, center Ben Wallace and flashy point guard Chauncey Billups, are the most talented team in the East. They will win their division and steam right through the Orlando Magic and the New Jersey Nets toward the finals.

Rematch for the Ages

With the rise of Garnett, the T-wolves will make a strong push toward the NBA Finals, but in the end, the potent Lakers offense will be too much. With Detroit and Los Angeles meeting in the championship round, look for L.A. to rise to the occasion, but realize this will be the beginning of the end. The Lakers will win the whole thing, but Detroit will send a statement to the rest of the league that they are the new up-and-coming powerhouse in the NBA.

MVP?

Shaq will dominate, Tim Duncan will continue to finesse his way to the Hall of Fame, Allen Iverson will lead the league in scoring, Tracy McGrady will quietly finish in the top three in scoring and rebounds, Kobe will play sparingly throughout the first half, and Garnett will stand alone atop the NBA as the new MVP. With his ability to shoot, penetrate, rebound, and play defense, Garnett will show the entire pack, he is the best all-around player in the league.

Biggest Surprise?

Lebron James will prove to be the second or third best player selected in last year's rookie draft. Sure he dominated when he was just playing high school kids, but both Milicic and Denver's Carmello Anthony will prove to be more polished and better prepared for the NBA. Look for "King" James to break out in about three years, just like Bryant, T-Mac and Garnett.

Should Have Extended Their Summer-

The worst franchise in the NBA, if not all of professional sports, is without a doubt the Los Angeles Clippers. How is it possible that one city can have two teams at completely opposite ends of the professional spectrum? The only two proven veterans on the entire squad are Olden Polynice and Glen Rice! You got to be kidding me! Polynice wasn't very good the first time he was a Clipper, and Rice hasn't been very good for about five years. I wish this franchise would move forward, but every time things seem to be moving in the right direction they trade a guy like Lamar Odom.

It's only a matter of time before Iverson will be popping off about his coach, Shawn Kemp will find out he has another illegitimate child, Bryant will be in front of the cameras crying, proclaiming his love for his wife, Webber will get injured during the post season, and everyone will be irritated that the Lakers will be crowned champs once again. Man...I love this game! ★



Photo courtesy of www.nba.com

The 2003 NBA season will stage Minnesota Timber Wolves forward Kevin Garnett's coming out party. Garnett has been a one-man show in Minnesota in recent years, but with the additions of Latrel Sprewell and Sam Cassell, Garnett will shine and earn MVP honors.

Friday, Oct. 31, 2003

Comfort and Safety...

IKE's Vent and Lagging Team make the ship a better place to live

By JO2 Xzaiver Jordan

Imagine being underway in the Arabian Gulf with 110-degree weather without air conditioning, or having a leaking steam pipe in a passageway that you have to cross everyday.

USS Dwight D Eisenhower's (CVN 69) vent and lagging teams are taking preventative measures to ensure that Sailors onboard IKE don't have to worry about that.

"The vent team's main purpose is to make sure all of the vents onboard run properly. In order to accomplish this, we conduct preventative and corrective maintenance," said vent team member ET2(SW) Justin Charette.

Excessive dirt, debris and corrosion cause ventilation systems to work improperly. The vent team strives to alleviate as

much of the rubbish as possible.

"Several inspections were done on the ship's ventilation system when we came into the yards. We're trying to complete as many jobs as possible before crew move-aboard," said Charette.

Both the vent and lagging teams are made up of Sailors who are temporarily assigned from other departments. Although they aren't with their parent divisions, they seem to have formed tight-knit working relationships.

"We're like a family. There's normally a lot of work to be done, but we work well together and get as much of it done as possible," said vent team member Airman Emery Watson.

"We're a team," said lagging team member AS2(AW) Roderick Johnson. "If one of our shipmates falls behind, we all fall behind."

Although both the vent and lagging teams have a specific job to get done and all the team

members are TAD from other departments, they still have the opportunity to do in-rate studies.

"We try to let all of our junior Sailors do as much in-rate work as possible so they don't fall behind when it comes time to take their various tests," said MM1(SW) Dale Parker.

"I love working with my lagging team members, I have some of the best leaders I've come in contact with since I joined the Navy and I've learned a lot from them and my peers, as well," said MMFA Robbie Craig.

Lagging is necessary for safety onboard. It covers the ship's piping and sound-proof bulkheads. Lagging keeps water from leaking onto the deck causing hazards. It also keeps steam from leaking out and injuring IKE sailors.

Repairing lagging is a hands-on learning experience for the most part. According to the team, the most common obstacles with lagging are technique and planning.

"Planning is difficult because we have to estimate the amount of time it takes to complete a job, and some jobs take longer than we foresee," said Parker.

"The work my guys do will benefit the entire ship in the long run. We're teaching young Sailors a trade that is normally not a part of their rate," said ENC(AW/SW) Keith Flowers, the vent and lagging team leading chief petty officer.

Both the vent and lagging teams are doing their best to make sure their shipmates will be safe and comfortable when the warship goes back to sea.★



Photo by JO2 Xzaiver Jordan

Several USS Dwight D. Eisenhower (CVN 69) lagging team members inspect piping in an overhead onboard the ship.





TOP: One of the vent team members closely examings one of the vents.

TOP RIGHT: Mantilla gets up close while inspecting an external area of a vent.

BELOW: IKE lagging team, dressed in tyvek suits, work on pipes overhead.

BOTTOM RIGHT: IKE lagging team is directed by the petty officers in charge. All photos by JO2 Xzaiver Jordan



Friday, Oct. 31, 2003

What's *Going* On?

FRIDAY

THAT GIRL BAND
10 p.m.
Hershee's
6117 Sewell's Point Road
Norfolk

SPOOKY HALLOWEEN AT THE TRAIN STATION

4:30 - 6 p.m.
Admission: \$3.50
326 N. Main Street
Suffolk

DRACULA SPECTACULA MASQUERADE BALL

10:30 p.m.
Willett Hall
370 Willett Drive
Portsmouth

SATURDAY

OLDE TOWN FLEA MARKET

10 a.m. - 2 p.m.
Middle Street Parking Garage
Middle and London Streets
Hampton

VIVA ITALIA!

Admission: \$35
7 - 11 p.m.
Norfolk Botanical Gardens -
Rose Garden Hall
6700 Azalea Garden Road
Norfolk

ROCKY HORROR PICTURE SHOW

11:30 p.m.
Admission: \$5 - 6.50
Naro Cinema
1507 Colley Ave., Norfolk

SUNDAY

WHIDBEE LANE CORN MAZE

All day event
Admission: \$6 - 8
Whidbee Lane
8499 Southwest Blvd.
Suffolk

CHESAPEAKE HERITAGE FESTIVAL

10 a.m. - 4 p.m.
City Park
500 Greenbrier Parkway
Chesapeake

"I LOVE YOU, YOUR PERFECT, NOW CHANGE"

2 p.m.
Generic Theater
912 W. 21st Street
Norfolk



**Call MWR @
534-1609 with any
questions**

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|----------------------------------|---------|---------|
| AMC MOVIE TICKETS | \$3.00 | \$5.00 |
| REGAL MOVIE TICKETS | | |
| SUPER SAVER | \$3.00 | \$5.00 |
| PREMIUM SAVER | \$5.00 | \$6.50 |
| BUSCH GARDENS SEASON PASS | | |
| (GOLD) | \$90.00 | \$99.00 |
| (SILVER) | \$67.00 | \$69.00 |
| BUSCH GARDENS DAY TICKET | \$24.00 | \$28.00 |
| WATER COUNTRY USA - ADULT TICKET | \$21.00 | \$27.00 |
| WATER COUNTRY USA - CHILDRENS | \$17.00 | \$21.00 |
| KINGS DOMINION DAY PASS | \$17.00 | \$20.00 |
| ENTERTAINMENT BOOKS 2003 | \$20.00 | \$25.00 |
| 2000 MILLENNIUM CRUISE BOOK | \$30.00 | \$42.00 |
| FREEDOM PATCH | \$2.00 | |

IKE 25TH MEMORABILIA

| | | |
|---------------------------------|-------------|-------------|
| IKE 25 TH BALLCARDS | \$0.50 EACH | 3 @ \$1.00 |
| | 10 @ \$3.00 | 20 @ \$5.00 |
| IKE 25 TH 8x10 PHOTO | 1 @ \$3.00 | 2 @ \$5.00 |
| | 5 @ \$10.00 | |
| IKE 25 TH COIN | | \$5.00 |
| IKE 25 TH T-SHIRT | | \$10.00 |
| IKE 25 TH POLO SHIRT | | \$15.00 |
| IKE LONG SLEEVE SHIRT | | \$15.00 |



Reel Reviews RADIO



Movie News and Reviews

By JOSN Michael Perez

When I decided to see this movie, I was under the impression it would be completely based on the story of James "Radio" Kennedy, played by Cuba Gooding, Jr., and his love of football. I was expecting the typical football movie climax. If you're going to the movie expecting that, you might be sadly disappointed.

Putting that entirely aside, if you're going to this movie expecting a feel-good movie, you'll probably enjoy it. The movie does lack in some areas, but you will leave the theater with a sort of satisfaction.

Radio takes you to the small town of Anderson, SC in the late 1970's. The story revolves around Ed Harris's character, Coach Harold Jones, finding a son and another assistant coach in Radio. The story develops pretty quickly and it honestly seemed to have been quicker than the hour and 49 minutes it was allotted.

Halfway into the story, the football element takes a sidestep and the story seems to take off in another direction. It never seemed to reach a huge climax but the character development was intriguing.

Some of the character's relationships were fantastic. The way Jones and Radio interacted was excellent. They had a very father-son type relationship, where Jones constantly looked out for Radio and taught him new things. Some of the other characters, however, had a very unrealistic feel to them. Radio's mother seemed very fake to me. Don't get me wrong, she played the sweet southern mother, but in some parts of the movie she just wasn't plausible.

Some of the other actors did a great job with their characters but some of them just didn't make me believe that is how it really happened.

I think Gooding is an incredible actor with

an amazing amount of talent. He can play an overly enthusiastic football player in *Jerry Maguire*, a determined Navy diver in *Men of Honor*, a hardcore thug in *Boyz 'N the Hood*, and a gay art dealer in *As Good as It Gets*. Now Gooding had one of the hardest parts of his career, playing a mentally challenged person. You don't want to make the character seem offensive or ridiculous, but you also don't want to make the character extremely cute. You want to attack the role in a serious manner to really catch the full emotions of the character. Tom Hanks did a wonderful job as Forest in *Forest Gump*. While I think Gooding did a fantastic job, along the same line of Tom Hanks' role as Forest, I wouldn't say it was the best acting of his career. I do, however, see it as an Oscar worthy performance. Cuba's character really did stand out. He could make you laugh, he could make you cry, all without ever saying a word.

The movie's settings were somewhat questionable. The locations did have the small town feel to it, but there just seemed to be something missing in the environment. After watching the movie, you probably leave wondering if that is how small town life is really like. Do all of the men in town really gather together in a barbershop after every game to hassle the head coach? Are a mentally handicapped man and his mother the only African Americans in that town? The holes in the film may not matter because you honestly just enjoyed the movie. It all depends on how deep

you look at it.

Now the movie might not appeal to everyone, as the weekend box office numbers have shown. "Radio" took third with \$14 million, while *Scary Movie 3* took the top spot with an October record of \$49 million. I can see *Scary Movie 3* as a movie that will appeal to the young adult portion of the movie-going audience in this nation, but don't be surprised when the grossing income from *Scary Movie 3* begins to die out as the holiday movie season heats up. By comparison, *Scary Movie 3* is nowhere near the quality of film *Radio* is.

Radio was written by not-so-veteran Mike Rich, who wrote *The Rookie*. While *The Rookie* is not the same movie as *Radio*, it does have the energy of a feel good family movie.

Even if you don't think a movie about a mentally challenged man who finds love and friendship in the game of football and goes on to find acceptance and becomes one of the coaches on Anderson's football team to this very day sounds like a decent movie, then you might want to see the movie that has Michael Jackson in it.

If you have any questions or comments, e-mail me at perezma@eisenhower.navy.mil.

—————
This film is rated PG for mild language and thematic elements

STORY – The story was only saved by fact that the character development was excellent.

CHARACTERS – The relationships the characters had was only outdone by the work Cuba Gooding, Jr. did.

SETTINGS – The small town of South Carolina seemed to be lacking something me.

APPEAL – While the movie has a roller coaster of emotions, it might not appeal to everyone.

OVERALL (NOT AN AVERAGE)



The Navy's policy on drugs?

Zero Tolerance

By JOSH Benjamin Jarvela

"Just one hit," you think to yourself. "I just had a urinalysis earlier this week – I've got to be in the clear." Just one hit turns into several. After a while, the odds of avoiding detection don't seem so bad after all and you start doing "just one hit" more and more often. Eventually, it's part of the routine. A good Friday night at the club includes a little ecstasy to top things off, while boring Saturday afternoon gets a little less dull once your neighbor breaks out the bong.

Sooner or later, the "random" in "random urinalysis" catches up, though and your name pops up on the list one morning. A few weeks later, the list comes back and it's all downhill from there.

Between the dependency screenings, non-judicial punishment (commonly referred to as Captain's Mast) and restriction, your personal life and career have come to a screeching halt, one from which the latter may never recover. Now, instead of going home at night, you're stuck mustering with security over and over again as you grind away the 45 days of restriction. You will then face a court martial that will give you something to remember it all by for the rest of your life – a criminal record. Looking for a job? Good luck. Just one hit, huh?

According to SMCM (AW/SW) Kenneth Imani, USS Dwight D. Eisenhower (CVN 69) command Drug and Alcohol Program Advisor (DAPA), "just one hit" is the rationale for an unjustifiable number of Sailors onboard IKE and in the Navy. While numbers have been declining rapidly over the last several years, Imani voiced the Navy's opinion that one incident is one too many.

The Navy calls this the Zero Tolerance policy, a strategy that has dominated concept of naval drug abuse control for quite some time. The rule is simple, says Imani: anyone found to be misusing any controlled substance is found in violation and processed for separation.

The results are just as clear. Onboard IKE, with a crew of nearly 3,000 Sailors, roughly 10 individuals each month are found to have violated the zero tolerance doctrine, according to LTJG Harold Jones, a member of the Navy's Judge Advocate General Corps (JAG) onboard.

"The policy is right there – don't do it. If you do decide to abuse drugs, the consequences are clear. The command is mandated to process that Sailor for separation," said Jones.

Imani said that while the Navy has many long-standing regulations on drug misuse, it



Photo by JOSH Benjamin Jarvela

SMCM(AW/SW) Kenneth Imani, IKE's command Drug and Alcohol Program Advisor (DAPA), wants to keep the ship aware that the Navy has Zero Tolerance for drugs.

has only been in the last few decades that the issue has come to the forefront and become a major concern. One of the major reasons for the shift was a string of accidents, including a much-publicized A-6 Intruder crash onboard a carrier that resulted in the deaths of several Sailors. The overwhelming majority of personnel involved in the incident were found to have high levels of THC (tetrahydrocannabinol), the active chemical found in marijuana, in their bodies.

"Following that incident, preventing drug abuse became a major concern for the Navy," Imani said. "Since then, we've become a smarter, better trained, more accountable Navy. Our people are more educated about the harms caused by drug abuse."

Naval commands have a variety of methods at their disposal to detect drug abuse, not the least of which is the random urinalysis. According to Navy policy, every command must randomly test a minimum of 10 percent of its Sailors and conduct one command-wide sweep on an annual basis whether or not they are in a deployed status at the time. Most commands go above and beyond and test closer to 20 percent.

As a deterrent, the random urinalysis has proven to be one of the most effective, said Imani.

"It keeps people on their toes. Here on IKE, the selection is made by a computer-generated list of random names," Imani explained. "That list is generated on the morning of the test, which gives us the advantage of confidentiality. We don't have people getting word of their impending test until just an hour or two prior. They don't have the opportunity to try to flush their systems or use any of the masking products that are on the market."

The test results, which take an average of one to two weeks to come back to the command, are then reviewed and steps are taken in the case of a positive result.

"In the case of a positive test, we notify security and the chain-of-command of the offending individual," said LCDR Tony De Alicante, IKE command judge. "That individual is given a chance to make a statement, along with any input from their chain-of-command. After that, he is processed for non-judicial punishment."

Unlike other disciplinary cases, drug offenders bypass the Disciplinary Review Board and proceed directly to the Executive Officer's Inquiry. It's here that the Sailor is given a chance to explain the situation and bring other mitigating circumstances to light. The tests aren't foolproof and there are extremely rare occa-

Continued on the next page



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sions where they can be found to be inaccurate, said De Alicante.

On average, those found to be guilty of drug abuse at NJP are awarded the maximum punishment of 45 days of restriction and extra duty, losing one-half of their monthly pay for two months, being reduced in rank by one pay-grade, and separated from the Navy. However, said the Judge, other circumstances can worsen the situation. If the member is found guilty of other crimes, such as distribution or violence related to the drug charge, the Captain can make the recommendation to send the Sailor to a summary or special court martial, which can result in not only being separated from the Navy, but a permanent criminal record.

"Their career is over," said Jones. "Once the order to begin the separation comes down, it's only a matter of time before they're gone."

According to De Alicante, more and more drug offenders are being sent to court martial as time goes on in an effort to deter those who attempt to abuse drugs purely out of an effort to get out of the Navy.

It's not all gloom-and-doom, however. The Navy is quick to realize that a certain amount of people will have a genuine substance abuse problem. To that end, several mechanisms have been set in place to make sure those who really do need help get it.

In what Imani referred to as a "bona fide self referral," individuals who come forward and profess a drug abuse problem are offered all the help they need.

"Once we determine the individual has a dependency, we're quick to offer them the re-

habilitation and counseling they require to get over the addiction. Anyone who comes to us with a real problem will get help," said Imani.

Determining genuine need can be tricky though, Imani continued. A personal screening must be completed to determine that the Sailor does in fact have a problem and is not attempting to skirt a pending urinalysis failure, civil court conviction, or to prematurely end their naval service. If, in fact, the Sailor does have a problem, they are given treatment pending their separation.

"The thing to keep in mind," explained Imani, "is that even if the member comes forward with an addiction, they've still broken the law in cases of drug abuse. Navy regulations mandate that they be separated."

While drug abuse is steadily declining in the Navy, it's important to keep a watchful eye on those around you, both at work and at home. Drug use is most prevalent among older teens and young adults – those just joining the Navy and the children of its more senior Sailors.

"If you think someone you know onboard may have a substance abuse problem of any kind, it's important that you bring it to the atten-



Photo courtesy of St. Clair County Sheriff's Department

Just one of the many side effects of drugs. This person overdosed on cocaine and is now deceased.

tion of the chain of command. There are many ways to approach that person, but we need to know about it in order to help," said Imani. "That also means it's important for supervisors to keep track of their people and their performance trends. That's what it's all about – knowing your people."

Efforts will continue onboard IKE and in the Navy as a whole, to combat illegal drug abuse. Ultimately, the goal is to make Zero Tolerance a Navy-wide mindset that results in a total absence of drug-related separations. Until then, it's up to shipmates and supervisors to encourage their friends and co-workers to not take "just one hit." ★

Mysterious Graves Shed Light on Dangers Faced by 19th Century Sailors

WASHINGTON (NNS) — Two American military officers recently traveled into the Nicaraguan jungle to seek out the forgotten graves of two Navy Sailors who died 144 years ago.

Research at the Naval Historical Center (NHC) on their deaths revealed some of the perils 19th century U.S. Sailors faced that would cause their modern counterparts to shudder.

U.S. Defense Attaché, Army Col. Mike Rhea, and U.S. Marine/Naval Attaché, Marine Maj. Carlos L. Olivo, were traveling by boat through San Juan Del Norte, Nicaragua, in early September.

They had been told of the existence of some very old U.S. Navy Sailor graves and were searching for them.

Through the suffocating humidity and heat, their guides led them over rivers and swamps to what the natives called an English Cemetery. Leaving the boats, the Americans were guided from an old wooden pier to a path in the jungle.

The trail led to an old cemetery. "Some bricks were evidently used to pave the path at one time, as was evident from a small portion that was still paved, but that is mostly gone now. The cemetery is about 300 yards into the triple canopy forest," Olivo said.

Surrounded by the lush jungle, the cemetery was divided into three parts, the USS Sabine, British, and Catholic cemeteries. The USS Sabine section of the cemetery consisted of the 1859 tombstones of U.S. Navy Sailors John Burgess and Charles Smith.

Astonished by their find, Rhea and Olivo became intrigued by the mystery of the graves. Who were these two Sailors? What in the world

were they doing in this part of the world in 1859? And how did they die?

To find the answers they quickly contacted the NHC's senior historian, Dr. Edward Marolda, to find out more on the story of USS Sabine and its crew.

Dr. Michael Crawford, head of the NHC's Early History Branch, knew of Sabine and did some more research.

Fortunately, in the Navy Department Library's rare books collection, was the book "Cruise of the U.S. Frigate Sabine" by Alexander Howard and printed in 1861.

Howard, who served aboard Sabine from 1858-59, had recorded the ship's two South American voyages, and the accidental deaths of Burgess and Smith.

Sabine was a 48-56 gun, 1,726-ton frigate built in the New York Navy Yard. Although its keel was laid in 1822, it was not launched until 1855, 33 years later. But even then, owing to further required modifications, it was not commissioned until 1858.

Like most steam frigates of that time, its top speed was 12 knots, but it had an average cruising speed of only five knots.

June 25, 1859, after a maiden cruise to Paraguay to improve relations with that country, Sabine was sent back on a second South American cruise.

By Aug. 21, 1859, the ship was dispatched to Greytown (now San Juan del Norte), Nicaragua, to relieve another sloop-of-war, USS Jamestown.

See Graveyard, page 12



Secretary of the Navy
The Honorable Gordon R. England

Principles of Leadership

At the United States Naval Academy's Forrestal Lecture Series, Secretary of the Navy Gordon England identified important principles of leadership based on his personal experiences as a business executive and the 72nd Secretary of the Navy.

Those 15 principles are as follows:

1. Provide an environment for every person to excel
2. Treat every person with dignity and respect — nobody is more important than anyone else
3. Be forthright, honest and direct with every person and in every circumstance
4. Improve effectiveness to gain efficiency
5. Cherish your time and the time of others — it is not renewable
6. Identify the critical problems that need solution for the organization to succeed
7. Describe complex issues and problems simply so every person can understand
8. Never stop learning — depth and breadth of knowledge are equally important
9. Encourage constructive criticism
10. Surround yourself with great people and delegate to them full authority and responsibility
11. Make ethical standards more important than legal requirements
12. Strive for team-based wins, not individual
13. Emphasize capability — not organization
14. Incorporate measures and metrics everywhere
15. Concentrate on core functions and outsource all other

Graveyard, continued from page 11

At first, the voyage was very routine. When the Sailors were not on duty, Howard recorded "they usually occupy themselves in reading and writing, cutting and making clothes, playing at various innocent games, such as dominoes, checkers, backgammon and keene."

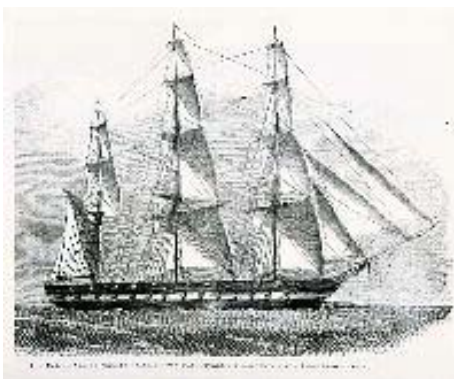
But it was at this time, John Burgess was accidentally and instantly killed Sept. 23, 1859, when he fell off the ship's mizzen-top.

The other casualty, Charles Smith, was killed Nov. 4, when as "Captain of Foretop," he was on the "top-sail hauling up brunt gasket, the lanyard attached to the gasket parted, Smith fell backwards off the yard; he struck on his head in the top, rolled through the lubbers hole, and lodged on foreyard." He was "immediately lowered but ceased to breathe." Oct. 5, a large procession including a large number of the crew and the band, laid Smith into his final resting place.

Sabine finally sailed for Pensacola, Fla., Jan. 29, 1861, finishing the ship's second voyage. In April of that year, the American Civil War broke out, in which Sabine would eventually see considerable action, most notable in November 1861, when it rescued the crew and 500 Marines off the chartered troop transport Governor, during a violent storm off South Carolina.

"Deaths by accidents and disease were very typical of these times," said Crawford. "This account of the Sabine reminds us that U.S. Navy Sailors in the mid-19th century were in very dangerous profession."

The answers to Rhea and Olivo's questions were transmitted to them, and the mystery was ultimately solved. ★



Period engraving of the frigate USS Sabine (1855-1883) from the Harper's Weekly, March 16, 1861. Two American military officers recently traveled into the Nicaraguan jungle to seek out the long forgotten graves of two Navy Sailors from Sabine who died 144 years ago. Research at the Naval Historical Center (NHC) on their deaths revealed some of the perils the 19th century U.S. Sailor faced. (U.S. Navy file photo.)

NAA
HISTORY
WEEKLY



THIS WEEK

1814 - Launching of *Fulton I*, first American steam powered warship, at New York City

1864 - Steamer *General Thomas* and gunboat *Stone River* destroy Confederate batteries on Tennessee River near Decatur, Alabama.

1956 - *USS Burdo (APD-133)* and *USS Harlan R. Dickson (DD-708)* evacuate 166 people from Haifa, Israel due to the fighting between Egypt and Israel.

DAPA

What's the good word?

Moderate Drinking is....

One or two standard drinks a day. A standard drink contains approximately 13.6 grams of ethanol (pure alcohol) which is the amount found in a 12 oz. Bottle of regular strength beer (5 percent alcohol), a 5 oz. serving of table wine (12 percent alcohol), or a 1.5 oz. shot of liquor (40 percent alcohol).

